

NORDDEUTSCHER LLOYD.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"KLEIST" Capt. O. Fabke	WEDNESDAY, 1st Dec., Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"GORDEN" Capt. B. Wehmel	About WEDNESDAY, 1st Dec.
MANILA, YAP, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. F. Isoko	FRIDAY, 3rd Dec., Daylight.
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Leds	About SATURDAY, 12th Dec.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Middle of December.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 24th November, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	POLYNESIAN	Broc	6th Dec., P.M.
MARSEILLES, VIA PORTS	ERNEST SIMONS	Girard	7th Dec., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	OCEANIC	Sallier	20th Dec., P.M.
MARSEILLES, VIA PORTS	TOKIN	Charbonnel	21st Dec., at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10.0 to £37.10.0. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 23rd November, 1909.

MESSAGERIES CANTONNAISES.

HONGKONG-CANTON-KWANGSI RIVER SERVICE.

S.S. "PAUL BEAU" and "CHARLES HARDOUIN"
Capt. Marabal (1900 tons 14 knots) Capt. Biennime

DEPARTURE:
From HONGKONG the Co.'s Wharf near Wing Lok Street Every Night at 10 excepting Saturdays.
From CANTON (French Concession, Shamoen) Every Evening at 5.15 excepting Sundays.

FARES:—1ST CLASS \$5.00, 2ND CLASS \$2.00.

French Cuisine and Wines of the Best Vintage. Meals, \$1.50.

S.S. "ROBERT LEBAUDY" Capt. Vivier
CANTON-WUCHOW SERVICE—SEE SCHEDULE.

For further information, apply to—

HEAD OFFICE, Canton.

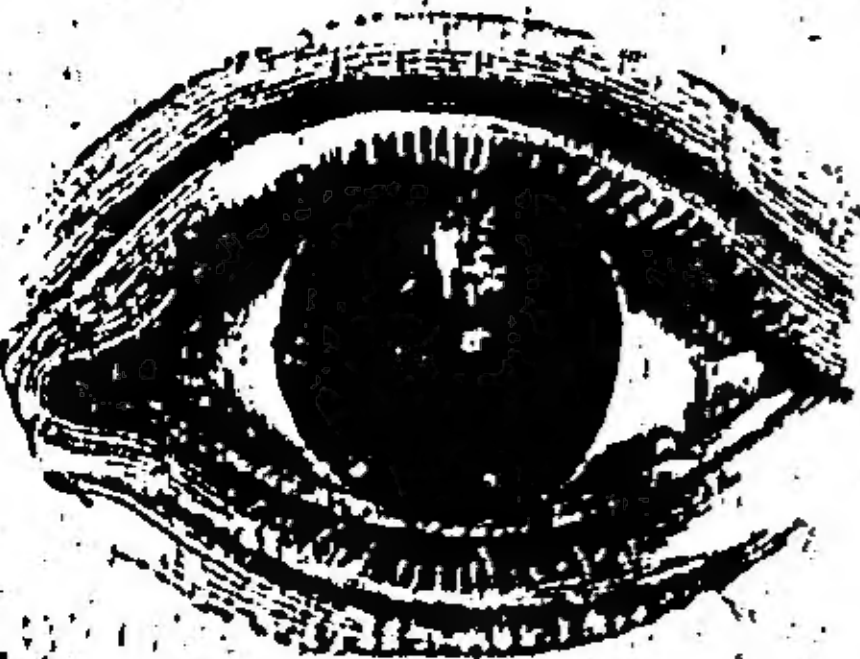
P. A. LAPICQUE & Co., Hongkong (4 Queen's Building, Tel. No. 950)

N.B.—Guides (\$2.00), sedan chairs and bearers (\$1.80) can always be engaged at Canton. By starting at about 8 o'clock in the morning on a visit to the picturesque Chinese City, the tourist will find time to view the shops and other places of interest, returning to Shamoen at about 5 p.m.

Hongkong, 19th November, 1909.

Intimation.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Ask, or write, for Illustrated Booklet on "Defective Sight."—free.

LONDON.

CALCUTTA.

SHANGHAI.

John Scott, Bedford Row, W.C.

40, Beaufort Street

166, Nanjing Road

Shanghai, 24th Nov. 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length 515 ft.	Docking Length 376 ft.	Docking Length 481 ft.
Width of Entrance ... 80 "	Width of Entrance ... 50 "	Width of Entrance ... 63 "
Water on Blocks 28 "	Water on Blocks ... 26 "	Water on Blocks 21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and -Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 378, 386, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Messrs. Scotts,

Yokohama, April 28th, 1903

A. I. and Watt Ins.

F. BLACKHEAD & Co.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL ORNAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES

REGRET

You will NEVER if you
VISIT

**MOHIDEEN &
THAHA,**

in
D'AGUILAR STREET,
the
NEW JEWELLERS
AND DEALERS
in

CEYLON PRECIOUS
STONES
of every description, and
other GEMS.

Hongkong, 31st August, 1900.

To Let

TO LET.

OFFICES and ROOMS on the 2nd Floor of No. 14, Des Voeux Road Central (formerly occupied by Messrs. Shewan, Tomes & Co.).

Apply to—

THE COMPADORE DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 11th September, 1909.

To Let.

TO LET.

IN No. 6, DES VOEUX ROAD CENTRAL, One Godown.

In No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices. ROOMS in College Chambers, No. 31, WYNDHAM STREET.

Apply to—

DAVID SASSOON & Co., Ltd.
Hongkong, 18th November, 1909.

TO LET.

GODOWN, No. 4, PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 22nd October, 1909.

TO LET.

NOS. 20 and 21, PRAYA, KENNEDY TOWN, two extensive two-storied semi-detached godowns, ground surface of cement concrete.

No. 1A, Praya, Kennedy Town, one extensive two-storied godown.

All are in first class condition, suitable for storing Rice, Flour, &c.
Rents moderate.

Apply to—

DAVID SASSOON & Co., Ltd.
Hongkong, 8th November, 1909.

TO LET.

KING'S BUILDINGS, OFFICES facing the Harbour from about October, at present in occupation of Messrs. Jardine, Matheson & Co., Ltd.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 3rd June, 1909.

TO LET.

NO. 1 & 3 MORRISON HILL, also OFFICES at No. 2 PEDDER STREET.

Apply to—

Messrs. JARDINE, MATHESON & Co., Ltd.
Hongkong, 19th May, 1909.

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

EXMOOR, CONDUIT ROAD, No. 3 CLIFTON GARDENS, CONDUIT ROAD.

A HOUSE in WONG-NEI-CHONG ROAD A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDINGS GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 16, DES VOEUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE, No. 16, DES VOEUX ROAD CENTRAL, 1st Floor.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st November, 1909.

TO LET.

GODOWN, No. 14, DUNDRELL STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st June, 1909.

THE STORY OF THE WAISTCOAT.

The 15th of October is an anniversary of some sartorial interest. The waistcoat—when, at least, it is a "fancy vest"—is the last remaining vestige of the go-gownness which was once displayed in men's dress; and on October 15, 1666, Pepys chronicles its first appearance on the person of Charles II. The novel garment was a "long cassock," as the diarist terms it, worn close to the body; it was of "black cloth, pinked with white silk under it." Commenting on the introduction of the first waistcoat, Pepys says: "I wish the King may keep it, for it is a very fine and handsome garment." Without a doubt, these words show that Pepys hoped that the waistcoat might endure; and so it has come to pass, for some thirty years, although it has undergone many changes, the waistcoat has continued to be a part of men's dress, and there is nothing to suggest that it is in danger of being discarded.

Men will agree that the waistcoat is A CONVENIENT AND COMMENDABLE GARMENT the absence of which would deprive them, to speak of no other discomfort, of an invaluable set of pockets. It appears strange, therefore, that it should not have come into being at an earlier date. But as the close fitting, slashed doublet—itsself as brave and showy a garment as the vanity of man could desire—remained long in vogue, being still worn in the time of the first Stuart Sovereign. It is not difficult to suggest an explanation. The close doublet concealed the inner garment, whatever it may have been; the waistcoat proper was not evolved until the doublet, undergoing transformation into a coat, began to grow longer and looser, and to be worn slightly open so that the inner garment was revealed.

But this modification of the doublet did not at once bring the waistcoat into existence. Lengthening doublets, or coats, characterise the costume of Charles the First's time; they were, however, buttoned as far as the waist, at which point they allowed the shirt to be seen. In these waist-buttoned doublets the frockcoat of to-day is faintly foreshadowed, but it is clear that there were no waistcoats under them. The current fashion was to show the shirt, a strange hiatus between doublet and breeches. Soon after the Restoration

A SLEEVELESS VEST, which likewise left the waist open, was worn under the doublet; it was not a true waistcoat. This style of dress was brought from France by Charles II. From beneath the fullores of shirt exposed by the open vest "the breeches displayed their expanded width," with bunches of ribbon at the waist and lace ruffles below the knees; the doublet worn over the vest was richly laced and embroidered. So costly was this mode of attire that the king resolved to give the lead towards a more economical and sober fashion, and in the fulfilment of this design he donned the garment which Pepys hailed with so much pleasure. As it fitted to the body and extended over the waist, it was well calculated to accomplish its purpose. It interfered with much of the fanciful adornment which had accompanied the short open vest; the splendid breeches, for example, were shorn of their ornamental bunches of ribbon that had dangled at the waist-line, and other retrenchments followed.

Such were the circumstances which attended the INTRODUCTION OF THE WAISTCOAT. It came in the name of economy and reform, but ere long developed into as expensive and decorative a garment as any which man has ever taken to himself. Gradually, it was extended downwards till it almost reached the knees; it was made of the richest materials; and the outer coat was shaped to hang well open to display its magnificence. Extravagance and love of finery were simply transferred from one style to another, and on the waistcoat was lavished all the embellishment which previously had been bestowed on the breeches. Those flowered and embroidered waistcoats of sheen satin, with laced flaps, may certainly have been less troublesome and fantastic than the preceding fashion, but whether they reduced the wearer's account with his tailor is highly doubtful. Certainly, their utilitarian purpose was utterly forgotten; they were so long as to require a dozen buttons, more or less, but from the waist upwards they were left unfurnished to disclose the richly-filled shirt. This was a very different garment from the "cassock" of sober black, tastefully relieved with glimpses of white silk, which it had been hoped would encourage a more restrained style of dress.

THE LONG FLAPPED WAISTCOAT remained in favour many years. It was still worn by noblemen and gentlemen when George I. was king. In the following reign a somewhat shorter waistcoat was prevalent, and from this time the flap began to decrease in length. Instead of reaching almost to the knee it came only half-way down the thigh; as men's dress became more simplified toward the close of the 18th century, and puffing, lace and embroidery were abandoned, the flap disappeared altogether. Some resemblance to it, however, is produced by the custom (which is said to be specially affected by Etonians) of leaving the bottom button of the waistcoat undone.

Compared with its forerunners the inferiority of the PRESENT-DAY WAISTCOAT must be admitted. We should be thankful, on the other hand, that it has fewer fastenings; and after all it still permits to us some mitigation of the sombreness of masculine attire. Time was when men vied with the ladies in richness of dress. That men continue to hanker after a little dash and colour in their apparel the existence of the "fancy vest" demonstrates clearly. Did not the members of the Stock Exchange on one occasion offer prizes with the laudable design of encouraging taste in regard to these decorative garments? A really nice waistcoat is to "drop the medical dictum concerning fine clothes." Like flowers on one's work-table, it tends to promote a cheerful frame of mind.—Globe.

ATHER-PURBOAST AND STORM-WARINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:

1. A CONE point upwards Indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and 1 RUM below Indicates a Typhoon to the North-East of the Colony.
3. A DRUM Indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below Indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards Indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below Indicates a Typhoon to the South-West of the Colony.
7. A BALL Indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal, indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office.

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNING.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Cap Rock.	Abandon.
Waglan.	Sun Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sun Tan Koi.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Light House.

F. G. FINE,
Officer in Charge.
1st Nov. 1909.

Intimation.

Powell's

ALEXANDRA
BUILDINGS.FURNISHING DEPARTMENT
FIRST FLOOR BY LIFT FOR

CROCKERY

DINNER WARE

Best English China and
Larthenware, Smart Designs
in 54-70-108 Piece Sets
from \$15 to \$125 Per set.Our Stock Line, in all White,
is Worthy for Your Notice.
This we are offering in 54
Piece Sets at \$18.00 and 70
Piece Sets at \$27.50 or any
Separate Piece Sold.BREAKFAST AND
TEASETSFinest English China, Tasta-
fully Decorated in the Latest
Patterns 29 and 40 Piece
Sets from \$6.75 to \$45.Our Stock Line, in White and
Gold, is a Fine Thin China,
Fit for any Home. 40 Piece
Sets \$8.25 or any Separate
Piece Sold.

TOILET WARE

New Consignment of our well
known White and Gold
Quality at \$7.50 per set.
Breakages Replaced from
Stock.

ALSO

"Scipio" Art Design in Ce-
leste Blue, Orange, Bronze
Green and Crushed Straw-
berry Colourings Bright
Lustrous Shades.POWELL'S
ALEXANDRA

BUILDINGS.

and

28, Queen's Road.

Hongkong, 29th November, 1909.

Auctions.

PUBLIC AUCTION.

THE Undersigned will sell by PUBLIC
AUCTION,
on
THURSDAY,
the 2nd December, 1909, at 2.30 P.M., at his
Sales Rooms, Duddell Street,
AN ASSORTMENT OF JEWELRY,
Comprising:-LADIES' GUARDS, NECKLETS, SAP-
PHIRE, EMERALD, DIAMOND, RUBY
and OPAL RINGS, BANGLES, EARRINGS,
HUNTER WATCH, CHRONOMETERS,
BRACELETS, SIGNET RINGS, PEN-
DANTS, SOLID SILVER TEA SPOONS
by Mappin and Webb, Ladies' and Gents'
SILVER and GOLD WATCHES, CHARMS,
BROOCHES, LOCKETS, CUTLERY;

ALSO:-

A few lots of BINOCULARS (Army and
Navy and by Rossolotto), TELESCOPES,
CUTLERY, XMAS TOYS, &c., &c.
Particulars from Catalogues which will be
issued.

On view on Wednesday a.m.

TERMS:-As usual.

G. P. LAMMERT,
Auctioneer.

Hongkong, 27th November, 1909. [301]

By ORDER OF THE MORTGAGEE.

PUBLIC AUCTION.

MR GEO. P. LAMMERT has received
instructions to sell by
PUBLIC AUCTION,
onTHURSDAY,
the 2nd day of December, 1909, at 3 o'clock
in the afternoon, at his Sales Rooms, in
Duddell Street, Victoria, Hongkong,THE FOLLOWING
VERY VALUABLE LEASEHOLD AND
RECLAMATION PROPERTIES
IN FOUR LOTS.The Properties consist of:-
LOT 1.-A lot of Piece or Parcel of Ground
situate at Victoria in the Colony of Hong-
kong and known and registered in the
Land Office as Section B of Marine Lot
No. 34 together with the message erec-
tions and buildings thereon known as No.
80 Boham Strand area 1,689 square feet.
Term 999 years. Annual Crown rent
\$30.19.LOT 2.-All that Piece or Parcel of Ground
situate at Victoria aforesaid and known
and registered in the Land Office as Sub-
section 4 of Section B of Marine Lot No.
8 together with the message erec-
tions and buildings thereon known as No. 6
Bryham Strand. Term 82 years. An-
nual Crown Rent \$6.00.LOT 3.-All that Piece or Parcel of Ground
situate in the Dependency of Kowloon
and Colony of Hongkong and known and
registered in the Land Office as Subsec-
tion 3 of Section A of Kowloon Inland
Lot No. 713 together with the message
erections and buildings thereon known as
No. 38 Shanghai Street. Area 108 square
feet. Term 75 years. Annual Crown
rent \$5.50.LOT 4.-All that Piece or Parcel of Ground
situate at Victoria aforesaid and known
and registered in the Land Office as Sec-
tion D of Reclamation to the Re-
maining Portion of Marine Lot 37a (held
under and upon the terms and conditions
of two several Agreements relating to the
Reclamation in front of Marine Lot No.
37a Remaining Portion dated respectively
the 9th October 1839 and the 9th June
1890 and respectively made between Bruce
Shepherd Acting for and on behalf of the
then Governor of Hongkong of the one
part and Tsun Tak Tong of the other
part and between the said Tsun Tak
Tong of the one part and His Excellency
Sir Henry Arthur Blake, G.C.M.G.,
Governor and Commander-in-Chief of
the said Colony of Hongkong and its
Dependencies and Vice-Admiral of the
same of the other part, by the first of which
Agreement is the Governor agreed to grant
to the said Tsun Tak Tong his executors
administrators and assigns a Crown Lease
of the said premises for the term of 999
years upon the terms and subject to the
conditions in the said Agreement mentioned
and by the second of which Agreements in
consideration of the Governor letting the
said Tsun Tak Tong into possession of the
said premises the said Tsun Tak Tong
agreed (inter alia) to pay to the Governor
the annual Crown rent of \$70.00 together
with the message erections and buildings
then known as No. 52 Connaught Road
West and No. 1 Des Vaux Road West
Area 793 square feet. Proportion of
Annual Crown rent \$15.50.For further particulars and conditions of
sale, apply to:-Messrs. JOHNSON, STOKES & MASTER,
Solicitors for the Vendor,

or to

Mr. GEO. P. LAMMERT,
The Auctioneer.

Hongkong, 15th November, 1909. [771]

PUBLIC AUCTION.

THE Undersigned have received instructions
from W. D. GRAHAM, Esq., to sell by
PUBLIC AUCTION,
onFRIDAY,
the 3rd December, 1909, at 2 P.M., within his
residence, "Hayter," No. 10, the Peak,
THE WHOLE OF HIS
VALUABLE HOUSEHOLD
FURNITURE
ANDEFFECTS including a COTTAGE PIANO
by E. Kraus, Stuttgart;

ALSO

SOME GOOD JAPANESE and CHINESE
CURIOS.

Catalogues will be issued.

TERMS:-As usual.

HUGHES & HUGHES,
Auctioneers.

Hongkong, 27th November, 1909. [794]

YUEN HING,
No. 4, D'AGUILAR STREET,

FACTORY SWATOW KIA LAK

MANUFACTURE WHOLESALE & RETAIL

DEALERS

In all kinds of hand-made

DRAWN and EMBROIDERY, CHINESE

LINE GRASS CLOTH, PAPER

WARE, &c.,

all of the best quality.

Hongkong, 28th August, 1909. [797]

THE PRATAS ISLAND DISPUTE.

The Pratas Island dispute is now reported
to have been finally settled. The only point
which has been pending for some time was the
question of the actual amount of compensation
to be awarded. The Chinese committee ap-
pointed to investigate the question left Hong-
kong for the island on the 8th instant for a
meeting on the island with the Japanese au-
thorities, but owing to a rough sea preventing
a landing put back to Hongkong. On the 13th
instant the committee proceeded to the island,
and it is understood that the question in dis-
pute has now been finally settled, though on
what terms is not stated in the report. Some
weeks ago this matter was reported to have
been finally settled, but apparently there
was some hitch in the negotiations. -Japan
Chronicle.

THE COAL INDUSTRY OF JAPAN.

STATISTICS FOR PAST TWENTY YEARS.

The *Fiji Shimpō* publishes an article on the
coal industry of Japan from which a few ex-
tracts may be found interesting at a moment
when there is talk of exporting Japanese coal
to Australia in consequence of the strike there.The rapidity with which the production of
coal has been increasing will be seen from the
following figures:-

1888	2,022,958 tons
1893	3,319,600 "
1898	6,749,620 "
1903	10,187,707 "
1908	14,825,362 "

The value of coal produced in 1908
amounted to more than 63 million yen,
equal to 60 per cent. of the total value
of all minerals produced in the country
for that year. The principal prefectures for
the production of coal are Fukuoka, Hokkaido,
Saga, Nagasaki, Yamaguchi, and Ibaragi
of which the first-named is responsible for 60 per
cent. of the whole production.Regarding the domestic consumption of coal
it should be noted that prior to 1887 the amount
did not exceed a million tons, but since then
the consumption has been steadily growing, as
will be seen from the following statistics (the
figures represent thousands of tons):-

	Rail.	Factor.	Ship.	ways.	ries.	Making.	Total
1887 ...	251	19	136	334	830		
1891 ...	341	118	722	439	1,711		
1897 ...	893	850	1,846	503	4,090		
1901 ...	1,534	704	3,474	788	6,501		
1907 ...	2,331	1,041	4,420	774	8,571		

As might be expected, the requirement of coal
by the factories has been larger than that of
the other branches the figures for 1907 being
more than half the amount of the total con-
sumption. With regard to the rate of increase,
the consumption by the railways showed a 55-
fold increase during the twenty years under
review, that by factories a 32-fold increase, and
that by ship a 9-fold increase. Classifying the
consumption of coal by the factories in 1907 it
will be seen that that used at the coal mines
heads the list with about 1,500,000 tons, the
spinning companies consume 450,000 tons, the
Government Iron Foundry at Wakamatsu
400,000 tons, and other Government under-
takings 350,000 tons.The development of the coal export trade has
been no less remarkable, though it suffered a
temporary check during the progress of the
 Russo-Japan war. The following are the de-
tails:-

	QUANTITY EXPORTED	VALUE.
1890	387,410 tons	¥1,197,800
1894	1,094,750 "	3,288,800
1897	1,805,365 "	12,740,600
1903	3,433,460 "	19,160,500
1907	2,012,190 "	13,057,880
1908	2,863,110 "	18,233,980

The export of coal is subject to fluctuations ac-
cording to the condition of the market but
generally speaking there has been a tendency
of some decrease in recent years. The falling-
off in export is due in a large measure to
the increased demand in the domestic market,
and the trade will doubtless be stimulated
with higher production and a readjustment
of price. The principal destinations of Japa-
nese coal are Korea, China, Hongkong,
and the Straits Settlements. The com-
petitors of the Japanese product in these
markets are Indian and Australian coal, but
neither of these can be said to be formidable
rivals. Prior to the outbreak of the late war
with Russia, for instance, two-thirds of the
coal imported into the Singapore market was
Japanese, and although since that time the
importation of Japanese coal has not been so
large as before owing to the increased demand
at home and the enhanced price, the markets
in Hongkong and other China ports have not
been involved by any competitor of Japanese
coal. Yet the future of its export trade can
hardly be regarded as easy or reassuring.
The total production of coal in China for
1907 is estimated roughly at 10 million tons,
of which the Kaiping mine contributed
1,500,000 tons. Of this quantity about
300,000 tons are consumed at Tientsin and
neighbourhood, the remainder finding its way
to South China ports, Hongkong, and Sing-
apore. At present the daily output of the
Fushui mine is only 2,000 tons, but when the
Togo and Oyama mines are in working order
by 1911 the yearly production will, it is esti-
mated, reach 7,800,000 tons. This means that,
even deducting the requirements in Manchuria,
considerably more than a million tons will have
to be exported. Again, the annual output of
Taigant coal at present is 600,000 to 700,000
tons, but it is yearly increasing. When these
circumstances are taken into consideration the
future of the Japanese coal trade can scarcely
be regarded with optimism. -Japan Chronicle.

Intimations.

LOST IN KOWLOON.

A BROWN SETTER BITCH (12 months
old) answers to the name of "Biddy."
Finder please communicate with
J. C. WILDEN,
C/o Water Police.
Hongkong, 27th November, 1909. [799]

MAGISTRACY.

IT is hereby notified that a MEETING
of HIS MAJESTY'S JUSTICES of
the PEACE for the Colony will be held at the
Magistracy, at 2.15 P.M., on FRIDAY, the 3rd
day of December, 1909, for the purpose of con-
sidering the following application under the
Liquor Licences Ordinances, 8 of 1898 and 8
of 1908, viz:-From one ALEXANDRE KOTAS for an
adjunct licence to sell by retail intoxi-
cating liquors on premises numbered
37, Queen's Road Central.E. R. HALLIFAX,
Police Magistrate.

Hongkong, 24th November, 1909. [797]

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche
& Co."

Per Bot.

XXX Very Old Fine\$2.50

V.O.C.B. Guaranteed 20 Years.

Old 5.50

ALSO

QUINQUINA?

QUINQUINA?

DUBONNET?

FRENCH STORE,

Sole Agent.

Hongkong, 10th April, 1900. [60]

OSMAN &
CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS
& FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully
executed.

Terminated, 1st September, 1900. [60]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

11, D'AGUILAR STREET,

HONGKONG.

Terminated, 1st September, 1900. [60]

Benger's Food is
mixed with fresh
new milk when
used, is dainty
and delicious,
highly nutritive,
and most easily
digested. Infants
thrive on it, and
delicate or aged
persons enjoy it.

Benger's Food is sold in tin, by all

Chemists, etc., everywhere.



BENGER'S

FOOD

For Sale.

FOR SALE.

AMERICAN BILLIARD TABLE
(Nearly New).
Balls, Cues, Rest, all complete.
Apply to:-
GEO. MCRAIN,
No. 22, New Praya.
Hongkong, 24th November, 1909. [793]

FOR SALE

AT
GRAHA & Co's STORE,
27, Des Vaux Road Central.

XMAS GOODS

JUST UNPACKED
RAPHAEL TUCK'S A.D. NEW
YEAR CARDSPopular packets of 18 Assorted Cards for
50 cents, also selected varieties at
various prices.Xmas Auto Stationery.
Cnbs, Calendars, Art Relief Novelties.
Unwearable Rag Picture Books for Children.
Mechanical and Rocking Animals.
Kindergarten A. B. C.
Hall Marks.Pictorial Puzzle Post Cards—A highly fasci-
nating and instructive pastime.
Post Cards "Wineaway" and "Type of
Beauties" Series.TOM SMITH'S CRACKERS,
SWEETS in Fancy Boxes and Porcelain.
VARIETIES OF ALBUMS FOR:-
Autographs, Poetry, Post Cards, Post-
age Stamps.GIFT BOOKS—Selected varieties appropriate
for Children.
ARTISTIC PICTURES on glass, &c. framed.
VIEW POST CARDS of Hongkong, China and
Chinese Costumes.FLOWER and VEGETABLE SEEDS.
GARDEN BOOTS with wooden soles and
thick felt lining.
ICTORIAL GUIDE to Gardening.
PERFUMES, SOAP, Hair Tonic.DISH PAPERS.
MANILA CIGARS and CIGARETTES;
alsoUSED POSTAGE STAMPS and ALL PHILATELIC
REQUISITES.INSPECTION INVITED.
Hongkong, 20th November, 1909. [150]

FROM EUROPE.

THE H. A. L. Steamship

"SENEGAMBIA,"
Captain Eckhorn, having arrived, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in
the hazardous and/or extra-hazardous Godowns
of the Hongkong and Kowloon Wharf and Go-
down Company, Limited, whence delivery may
be obtained against Bills-of-Lading counter-
signed by the Undersigned.Optional Cargo will be carried on unless
notice to the contrary be given before TO-
DAY.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 28th inst., will be subject
to rent.All broken, chafed and damaged Goods must
be left in the Godowns, where they will be
examined on the 27th inst., at 3 P.M.No Fire Insurance will be effected by us in
any case whatever.HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 22nd November, 1909. [784]

FROM EUROPE.

THE H. A. L. Steamship

"VANDALIA,"
Captain Karberg, having arrived, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in
the hazardous and/or extra-hazardous Godowns
of the Hongkong and Kowloon Wharf and Go-
down Company, Limited, whence delivery may
be obtained against Bills-of-Lading counter-
signed by the Undersigned.Optional Cargo will be carried on unless
notice to the contrary be given before TO-
DAY.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognised.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 29th instant, will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 27th instant, at 3 P.M.No Fire Insurance will be effected by us in
any case whatever.HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 23rd November, 1909. [743]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENMORE,"
FROM MIDDLESBRO, ANTWERP,
LONDON AND STRAITS.CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the hazardous and/or extra-
hazardous Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery
may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 2nd prox., will be
subject to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
9th prox., or they will not be recognised.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 2nd prox., at 11 A.M.

No Fire Insurance has been effected.

Bills-of-Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 24th November, 1909. [795]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship

"NAMSANG,"

having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that
their Goods will be delivered from alongshore
Cargo, impeding the discharge or remaining
on board after 4 P.M., the 27th inst., will be
landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, 24th November, 1909. [796]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan), Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER. 11 DAYS HONGKONG to VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B. (Subject to Alteration). Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John, N.B.
"EMPRESS OF INDIA" SATURDAY, DEC. 4TH.	"EMPRESS OF BRITAIN" FRIDAY, DEC. 31ST.
"EMPRESS OF JAPAN" SATURDAY, JAN. 1ST.	"CHARTER" FRIDAY, JAN. 28TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 29TH.	"EMPRESS OF IRELAND" FRIDAY, FEB. 25TH.
"MONTEAGLE" TUESDAY, FEB. 15TH.	
"EMPRESS OF IRELAND" SATURDAY, FEB. 16TH.	"EMPRESS OF IRELAND" FRIDAY, MARCH 25TH.
"EMPRESS OF JAPAN" SATURDAY, MAR. 26TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 22ND.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON: 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping-Car while crossing the American Continent by Canadian Pacific direct line). 2nd Class, via New York. 3rd Class, via New York.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON: Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43.
Via New York 45.
For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
W. ORR & CO., General Traffic Agents,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For	Steamship	On
SINGAPORE	AMARA	WEDNESDAY, 1st Dec. 3 P.M.
SHANGHAI	CHOUSANG	THURSDAY, 2nd Dec. 4 P.M.
MANILA	YUKIANG	FRIDAY, 3rd Dec. 4 P.M.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	TUESDAY, 7th Dec. 3 P.M.
MANILA	LOONGSANG	FRIDAY, 10th Dec. 4 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Katsang, Namang* and *Fooking* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Island Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and return at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
General Managers.
Telephone No. 61.
Hongkong, 27th November, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

STEAMERS.	For	On
"TAMING"	30th Nov.	3 P.M.
"KUEICHO"	30th	4 P.M.
"TAIYUAN"	1st Dec.	"
"KA CHOW"	1st	"
"YUAN"	2nd	"
"KWEIANG"	2nd	"
"SHANG"	3rd	10 A.M.
"KAIPOK"	3rd	4 P.M.
"ANHUI"	4th	Daylight.
"FEAR"	5th	3 P.M.
"CHIHUA"	10th	Daylight.
"CHENAN"	10th	4 P.M.

S.S. "KUEICHO" leaving on the morning of the 1st December will be the LAST SAILING THIS SEASON FOR TIENTSIN and applications for freight and passage should be sent in to this office as soon as possible.

Reduced Saloon Fares, single and return; to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANDU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN-SOREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

FAST SCHEDULE TWIN-SOREW STEAMERS (*Aikui, Chien, Linan, Chinshu*) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo in through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night. These steamers load passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares including wines:—\$45 single, \$80 return.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.
Telephone No. 15.
Hongkong, 29th November, 1909.HONGKONG—MANILA.
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
CAPIRO	2540	R. Rodger	MANILA	SATURDAY, 4th Dec. at Noon.
FOBI	2540	R. W. Almond	"	SATURDAY, 11th Dec. at Noon.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 27th November, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, SALINA CRUZ and MANZANILLO (Mexico).

S.S. MANSHU MARU 5,000 tons gross Sails 10th Dec., 1909, at Noon.
S.S. AMERICA MARU 6,000 " 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSUDA,
Manager.

TOYO KISEN KAISHA, King's Building.

"on" 4th November, 1909.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET-SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	Tonnage	Leaves
TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA	"TACOMA MARU" Capt. H. Yamamoto	6,178	FRIDAY, 17th Dec. at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
HANGHAI Via SWATOW, AMOY and FOCHOW	"CHOSHU MARU" Capt. T. Soriga	FRIDAY, 3rd Dec. at 8 A.M.
TAMUI v. SWATOW & AMOY	"DAIGI MARU" Capt. H. Murayama	SUNDAY, 5th Dec. at 10 A.M.
ANPING v. SWATOW and AMOY	"SOSHU MARU" Capt. T. Sugi	WEDNESDAY, 8th Dec. at 8 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHU MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co's Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 29th November, 1909.

T. ARIMA, Manager.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1909.
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	"SADO MARU," Capt. S. Hironaka, Tons 6500 "HIRANO MARU," Capt. H. Fraser, Tons 9200 "TANGO MARU," Capt. A. Christensen, Tons 8000	WEDNESDAY, 8th Dec. at Daylight. WEDNESDAY, 22nd Dec. at Daylight. WEDNESDAY, 5th Jan. at Daylight.

VICTORIA, B.O. & SEATTLE Via SHANGHAI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA	"SHIMANO MARU," Capt. K. Kowara, Tons 6500 "AKI MARU," Capt. K. Sato, Tons 7000	TUESDAY, 7th Nov. at Noon. TUESDAY, 4th Jan. at Noon.
---	--	--

SYDNEY AND MELBOURNE Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	"KUMANO MARU," Capt. M. Winkler, Tons 6000 "YAWATA MARU," Capt. T. Sekine, Tons 6000	FRIDAY, 24th Dec. at Noon. FRIDAY, 21st Jan. at Noon.
---	---	--

SHANGHAI, MOJI AND KOBE	"YETOROFU MARU," Capt. K. Soyeda, Tons 4500	WEDNESDAY, 8th Dec. at Noon.
-------------------------------	---	------------------------------

NAGASAKI, KOBE and YOKOHAMA	"MISHIMA MARU," Capt. A. E. Mores, Tons 9000 "YAWATA MARU," Capt. T. Sekine, Tons 5000	SATURDAY, 18th Dec. at Daylight. WEDNESDAY, 22nd Dec. at Noon.
-----------------------------------	---	---

KOBE and YOKOHAMA	"AWA MARU," Capt. A. Keib, Tons 6500	SATURDAY, 11th Dec. at Daylight.
-------------------------	--	----------------------------------

BOMBAY, Via SINGAPORE AND COLOMBO	"MOTORI MARU," Capt. J. C. Richards, Tons 4000	THURSDAY, 2nd December.
---	--	-------------------------

Fitted with new System of wireless telegraphy. Through Passenger Tickets issued to the principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

T. KUSUMOTO,
Manager.

Shipping—Steamers.

THE "SHIRE" LINE OF STEAMERS, LIMITED.

PASSENGER SERVICE TO LONDON & ANTWERP.

The Steamers,

"PEMBROKESHIRE" (late "Segura") and

"OARMARTHENSHIRE"

offering superior accommodation for First Class Passengers, will be despatched from Hongkong as above about end of January, and beginning of March respectively.

FARE TO LONDON £35

A Stewardess and fully qualified

Doctor are carried.

For further particulars, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, 27th Nov., 1909. [802]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Callers at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

The Steamship "EMPIRE."

Captain Pitcher, will be despatched as above on WEDNESDAY, the 8th December, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 16th November, 1909. [776]

HONGKONG—NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL. (With Liberty to Call at the Malabar Coast).

S.S. "INDRAMAYO" ... {On 14th December, 1909.

For Freight and further information, apply to
SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 24th November, 1909. [769]

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship "KWONG TUNG" ... Capt. H. W. WALKER.

Leave Hongkong for Canton at 9 every evening, (Sunday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey \$4.
Meals \$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 3, Queen's Road West.

Hongkong, 24th November, 1909. [14]

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, OCEYON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for SAVANNA, PERIAN GULF, CONTINENTAL, AFRICA, CAN and SOUTH AFRICAN PORTS.)

THE Steamship

"HIMALAYA,"

Captain L. E. S. Spicer, R.N.R., carrying His Majesty's Mail, will be despatched from this for BOMBAY, &c., on SATURDAY, the 17th December, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mon. alla*, 9,505 tons, from Colombo. Passengers' accommodation is which vessel is secured before departure from Hongkong.Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Himalaya*, due in London on 22nd January, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
E. A. HEWITT,
Superintendent.

Hongkong, 27th November, 1909. [14]

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship "LIGHTNING."

Captain A. E. Gentles, will be despatched for the above Ports on WEDNESDAY, the 1st December, at Noon.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 29th November, 1909. [791]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, HULL AND ANTWERP.

THE Steamship "BREGONSHIRE."

Captain Tomlinson, will be despatched as above on or about 3rd inst.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., LTD.,
Agents.

Hongkong, 1st November, 1909. [753]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK. (With Liberty to Call at the Malabar Coast).

THE Steamship "WYNERIC."

will be despatched for the above Ports on WEDNESDAY, the 1st December, 1909.

For Freight, apply to
ARNHOLD, KARBERG & CO.,
Agents.

Hongkong, 26th November, 1909. [733]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL. (With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK: S.S. "LOWTHER CASTLE" ... On 7th Dec.

FOR NEW YORK: S.S. SHIMOSA" ... On 22nd Dec.

For Freight and further information, apply to
DODWELL & Co., LIMITED,
Agents.

Hongkong, 27th November, 1909. [14]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.O., TACOMA & SEATTLE VIA MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
America	4,363	J. Boyd	23rd Dec. 1909
Swedish	6,333	S. Shotton	21st Jan. 1910
Ocean	4,457	F. W. Davies	10th Feb.
Kuwait	6,333	J. Maible	10th March
America	4,363	J. Boyd	7th April

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

FARGEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & Co., LIMITED,
General Agents.
Queen's Buildings,
Hongkong, 27th November, 1909. [14]

SHARE QUOTATIONS

Supplied by Messrs. H. S. KADOORIN & Co. Corrected to noon: later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN BY DIVIDEND ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000	\$2,007,810	Interim of £2 for account 1909 @ 4 1/2% = \$12.72	4 % \$995 sales London 991
National Bank of China, Limited	99,925	7	26	\$4,000 \$3,000	\$30,553	\$2 (London 3/6) for 1909	665 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$15,000,000	none	\$10 for 1908	7 % \$163 sellers
North China Insurance Company, Ltd.	10,000	15	25	\$1,500,000 \$15,000,000	Tls. 150,518	Interim of 7/8 for 1908	5 1/2 % Tls. 107 buyers
Union Insurance Society of Canton	12,400	\$250	\$100	\$1,500,000 \$15,000,000	\$2,454,901	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	5 1/2 % \$865 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$10,000,000	\$7,767	\$12 and bonus \$3 for 1907	7 % \$230 sellers
FIRE.							
China Fire Insurance Company, Ltd.	70,000	\$100	\$20	\$1,000,000 \$10,000,000	\$375,341	\$6 and bonus \$2 for 1907	7 % \$115 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,500,000 \$15,000,000	\$138,801	\$17 for 1907	7 1/2 % \$375 sellers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	\$25	\$15	\$5,000 \$50,000	\$1,035	\$1 for 1906	58 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$150	\$10,000 \$100,000	Nil	\$4 for year ending 30.6.1908	533
Hongkong, Canton & Swatow Steamboat Co., Ltd.	80,000	\$15	\$15	\$5,000 \$50,000	\$2,790	Interim of \$12 for account 1909	7 1/2 % \$301 buyers
Kido-China Steam Navigation Co., Ltd. (Preferred)	60,000	25	25	\$10,000 \$100,000	\$13,755	6 1/2 for 1907 on Preference shares only @ ex 1/9 11/10 = \$3.254	60 buyers
Do. (Deferred)	60,000	25	25	\$10,000 \$100,000	\$13,755	Final of 2 1/2 for 1908 and interim of 1 1/2 for 1909	69/6 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	2 1/2	2 1/2	\$10,000 \$100,000	\$6,817	\$1.00 for year ending 10.4.1909	4 1/2 % \$26 sales
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$5,000 \$50,000	\$3,181	\$5.50 for year ending 10.4.1909	3 1/2 % \$14
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$350,000 \$3,500,000	Dr. \$5,538	\$5 for year ending 31.12.08	3 1/2 % \$159 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$350,000 \$3,500,000	Dr. \$13,887	\$5 for 1907	521 sales
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Tls. 100,000	Tls. 4,177	Tls. 3 1/2 for year ending 31.8.08	Tls. 367 1/2
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	2 1/2	2 1/2	\$1,000,000 \$10,000,000	43	Final of 1/6 making 3/4 for 1909	7 % Tls. 191
Raub Australian Gold Mining Company, Limited	150,000	1	18/10	\$1,000,000 \$10,000,000	Dr. 24.191	No. 12 of 1/4 = 48 cents	57 1/2 sellers
DOCKS, WHARVES & GODOWNS.							
Fenwick (G.S.) & Co., Limited	18,000	\$25	\$25	\$1,000,000 \$10,000,000	Dr. 17,411	\$1.75 for year ending 31.12.08	512
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55 1/2	\$50	\$1,000,000 \$10,000,000	30,101	None	\$62 1/2 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	\$1,000,000 \$10,000,000	30,101	None	\$62 1/2 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 10,000,000	\$345,162	Interim of \$1 1/2 for account 1909	6 1/2 % Tls. 76 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 10	Tls. 100	Tls. 1,000,000 Tls. 10,000,000	Tls. 12,818	Final of Tls. 2 1/2 for year ending 31.4.09	7 % Tls. 127
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 10	Tls. 100	Tls. 1,000,000 Tls. 10,000,000	Tls. 2,154	Tls. 6 for year ending 29.4.09	5 1/2 % Tls. 105 buyers
Central Stores, Limited	50,123	\$15	\$50	\$1,000,000 \$10,000,000	\$24,611	\$1.00 on old and 60 cents on first new issue	\$17 sellers
Hongkong Hotel Company, Limited	12,000	\$5	\$25	\$1,000,000 \$10,000,000	\$19,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	\$75 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$1	\$1,000,000 \$10,000,000	\$25,475	Interim of 3/4 for account 1909	\$43 1/2 new b. \$103 sales
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	\$1,000,000 \$10,000,000	\$5,486	60 cents for 1908	59 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000 \$10,000,000	\$578	\$ 1 1/2 for 1908	530 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,500,000 Tls. 15,000,000	Tls. 14,404	Interim of Tls. 3 for account 1909	Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000 \$10,000,000	11,968	Interim of \$2 for account 1909	\$44 buyers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Tls. 1,000,000 Tls. 10,000,000	8,820	Tls. 5 for year ending 31.10.08	Tls. 143 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	25,000	\$10	\$1	Tls. 1,000,000 Tls. 10,000,000	\$9,553	50 cents for year ending 31.7.08	\$6 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 1,000,000 Tls. 10,000,000	8,372	Tls. 6 for year ending 30.9.08 (8%)	Tls. 86
Lau-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	Tls. 1,000,000 Tls. 10,000,000	Tls. 4,829	Tls. 4 for 1908	Tls. 107
Say Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	Tls. 1,000,000 Tls. 10,000,000	Tls. 15,911	Tls. 5 for 1906	Tls. 435
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,000 \$10,000	\$64	15 % per share for 1908	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000 \$10,000	Nil	\$1.20 for 1908	\$12 1/2 sales
China Light and Power Company, Limited	50,000	\$10	\$10	\$1,000 \$10,000	\$61,138	50 cents for year ended 28.2.06	\$6 buyers
Do. Do. special shares	125,000	\$10	\$10	\$1,000 \$10,000	\$1,307	80 cents for 1910	\$4 1/2 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000 \$10,000	\$1,307	\$1.00 for year ending 31.7.09	\$16 1/2 sellers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000 \$10,000	\$1,89	Interim of 35 cents for account 1909	\$7 1/2 sales
Green Island Cement Company, Limited	12,000	\$10	\$10	\$1,000 \$10,000	\$3,756	8 cents for year ending 31.12.08	\$12
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000 \$10,000	\$3,756	\$1.00 for year ending 31.7.09	\$16 1/2 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$1	\$1,000 \$10,000	\$5,195	Interim of \$2 for account 1909	10 % \$180 sellers
Hongkong Ice Company, Limited	60,000	\$25	\$10	\$1,000 \$10,000	\$7,616	Interim of \$1 for account 1909	8 1/2 % \$121 sales
Hongkong Rope Manufacturing Company, Ltd.	25,000	Gs. 100	Gs. 100	\$1,000 \$10,000	\$16,682	Taird of quarterly of Tls. 1 1/2 for account 1909	Tls. 690 sales
Malacca Straits Trading Co., Ltd.	25,000	\$10	\$10	\$1,000 \$10,000	\$1,204	8 cents on fully paid shares and 8 cents on 5 1/2 paid shares for year ending 30.4.09	\$13 1/2
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,000 \$10,000	\$1,204	None	\$14 1/2 buyers
Philippine Company, Limited	75,000	\$10	\$20	\$1,000 \$10,000	\$1,864	Final Tls. 5 making Tls. 8 for 1908	Tls. 110 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 1,000 Tls. 10,000	\$5,250	None	\$13 1/2 buyers
South China Morning Post, Limited	6,000	\$25	\$25	\$1,000 \$10,000	\$5,603	40 cents for year ending 31.5.09	\$12
Steam Laundry Company, Limited	20,000	\$25	\$5	\$1,000 \$10,000	\$372	60 cents for year ending 31.12.08	\$10 1/2 sales
Union Waterboat Company, Limited	50,000	\$10	\$10	\$1,000 \$10,000	\$342	60 cents per share for year ending 31.5.09	\$12 1/2 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	\$1,000 \$10,000	\$2,613	Final of 30 cents for 1908	\$7 1/2 sellers
Watson (S.S.) & Co., Limited	90,000	\$10	\$1	\$1,000 \$10,000	\$782	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	\$3 sellers
William Powell, Limited	15,000	\$7	\$7	\$1,000 \$10,000	none	Interim of 2 1/2 % for account 1909	14/9 sellers
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2 1/2	2 1/2	\$1,000 \$10,000	none	30 % interim for 1909	567 buyers
Balgownie Rubber Estate, Limited	30,000	\$1	\$10	\$1,000 \$10,000	\$11,105	2/6 for 1909	50 1/2 buyers
Castlefield Rubber Estate, Limited	30,000	\$1	\$10	\$1,000 \$10,000	\$11,105	None	50 1/2 buyers
Damanara (Selangor) Rubber Co.	110,000	\$1	\$10	\$1,000 \$10,000	\$11,105	None	50 1/2 buyers
Golconda Malay Rubber Co.	8,000	\$1	\$10	\$1,000 \$10,000	\$11,105	None	50 1/2 buyers
Highland & Lowland Para Rubber Co. (fully paid)	181,454	\$1	\$10	\$1,000 \$10,000	\$11,105	None	50 1/2 buyers
Kamuning (Perak) Rubber Tin & Co.	910,000	\$1	\$10	\$1,000 \$10,000	\$11,105	None	50 1/2 buyers
Kuala Lumpur Rubber Co., Limited	180,000	\$1	\$10	\$1,000 \$10,000	\$11,105	None	50 1/2 buyers
Linggi Plantations, Limited (ordinary)	900,000	\$1	\$10	\$1,000 \$10,000	\$11,105	None	50 1/2 buyers
Do. Do. (7% pref.)	10,000	\$1	\$10	\$1,000 \$10,000	\$11,105	None	50 1/2 buyers
Ragalla Rubber Company, Limited (ordinary)	22,500	\$10	\$10	\$1,000 \$10,000	\$11,105	None	50 1/2 buyers
Do. Do. (6% pref.)	2,500	\$10	\$10	\$1,000 \$10,000	\$11,105	None	50 1/2 buyers
Ledbury Rubber Estate, Limited	6,000	\$10	\$10	\$1,000 \$10,000	\$11,105	None	50 1/2 buyers
Sagga Rubber Company, Limited	10,000	\$10	\$10	\$1,000 \$10,000	\$11,105	None	50 1/2 buyers
Sandakan Rubber Company, Limited	10,000	\$10	\$10	\$1,000 \$10,000	\$11,105	None	50 1/2 buyers
Shahbandar Rubber Estate, Limited	65,000	\$10	\$10	\$1,000 \$10,000	\$11,105	None	50 1/2 buyers
Singapore & Johore Rubber Company, Limited	21,000	\$10	\$10	\$1,000 \$10,000	\$11,105	None	50 1/2 buyers
Sungei Ujong Rubber Estate Company, Limited	45,000	\$10	\$10	\$1,000 \$10,000	\$11,105	None	50 1/2 buyers
Sungei Kapar Rubber Company	110,000	\$10	\$10	\$1,000 \$10,000	\$11,105	None	50 1/2 buyers

Printed and Published by JOSE PEDRO BRAGA for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 4, 100 Market Street, in the City of Victoria, Hongkong.

Intimatio:s

COMPANIA GENERAL DE
TABACOS

DE FILIPINAS.

ESTABLISHED IN 1882.

CAPITAL £3,000,000.



"LA FLOR DE LA ISABELA."

High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

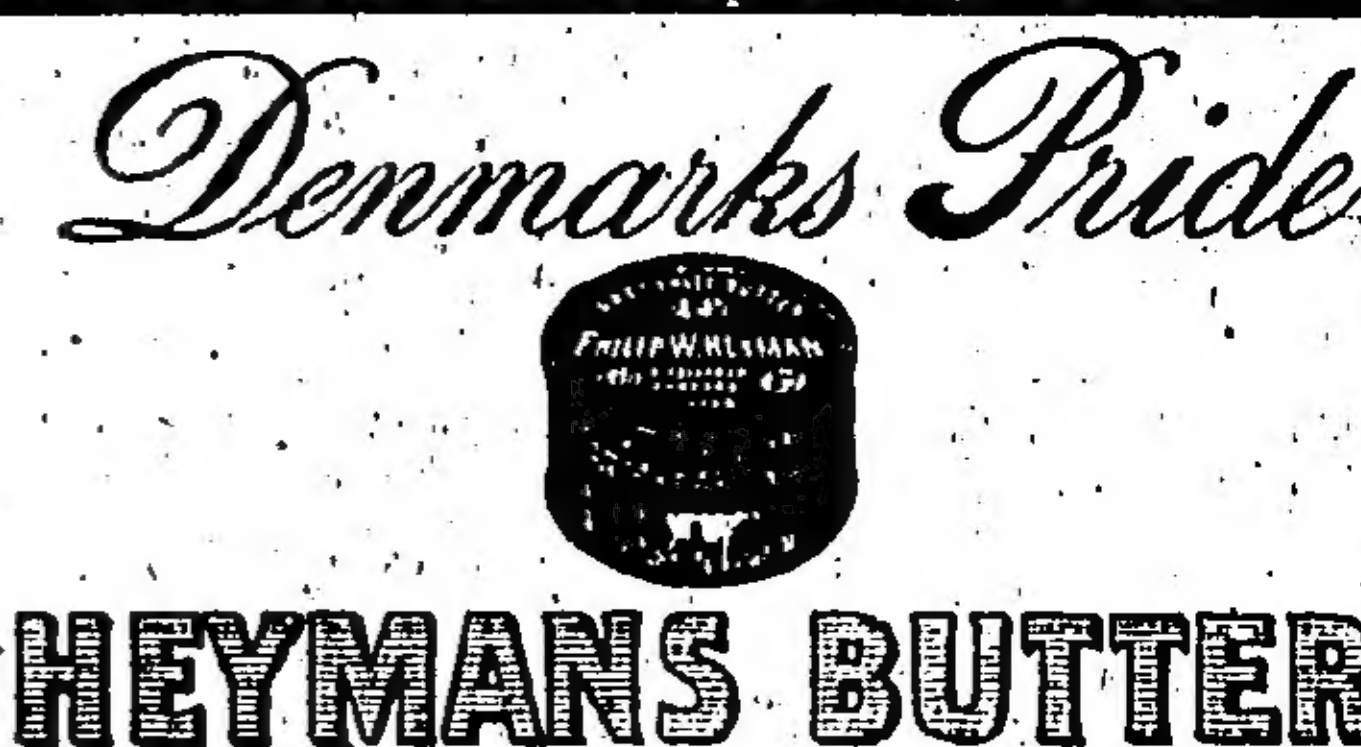
SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

[RETAILED IN ALL THE LEADING STORES.]

BARRETTO & CO.,

AGENTS.



SIEMSEN & CO., Sole Agents.

858

REMINGTON
TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

Hongkong, 1st August, 1909.

SOLE AGENTS.

[566]

VETARZO BRAIN AND
NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, overwork, unhealthy climate, dissipation, excess, youthful imprudence, or other influences incidental to the wear and tear and haste of modern life. It restores the vitality, invigorates the system, and builds up the nerves, thus enabling the individual to perform his duties with ease and efficiency, and to enjoy the pleasures of life with a clear and healthy mind.

VETARZO BLOOD
MEDICINE.

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poor blood, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it imbibed into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling the virus of disease, whether in the blood or in the tissues, and restoring the system to its normal state of health and vitality.

CAUTION.—Ask for "VETARZO Brain and Nerve Food" or "VETARZO Blood Medicine," whichever is required, and see that you get them, as unprincipled dealers often try to palm off inferior preparations (usually their own manufacture) for the sake of a profit. Price in Hongkong, 2/6. Every genuine bottle of these medicines bears the British Government Stamp with the words "VETARZO REMEDIES" impressed thereon. In case of doubt, apply to the Proprietors, Messrs. J. H. & Co., Ltd., 10, Queen's Road, Central, Hongkong.

COMMON SENSE IN A NUTSHELL.—A new medical work on the causes and most scientific and efficient means of self-care ever discovered for nervous exhaustion, depression of spirits, want of rest and energy, etc., with practical observations on marriage and full directions for removing certain diseases that destroy the happiness of wedded life. It also treats on urinary derangements, secondary symptoms, stricture, etc., and no sufferer should fail to procure a copy. Post free in plain envelope on receipt of Postal Order or cheque from The Veterinary Remedy Co., Limited, 10, Queen's Road, Central, Hongkong.

Agents for India:—T. RAOHAR AND CO. LTD., BOMBAY, BYCULLA, and POONA.

D. NOMA,

PROFESSIONAL TATTOOER

AND

THE EXPERT REMOVER OF TATTOO

MARKS.

No. 60, QUEEN'S ROAD, CENTRAL

PATRONISED BY Prince of Wales, the

H. R. H. The Duke of York, and

H. R. H. The Emperor of Russia, and having

4,500 testimonials from all sources.

My 24 years' experience in tattooing is a

guarantee of good work and prompt execution.

My colours are absolutely fast and perfectly

harmless, and produce a charming effect not

attained by any other, as their composition is

only known to me. In tattooing unlike some

species of engraving, care must be taken to

have the work done in a perfect, high toned

manner, in order to take special precaution

against possible danger, I use fresh materials

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1910, the

rates of Subscription to the Hongkong

Telegraph (daily